

The National *Falcon* News



NOW & THEN.....THEN & NOW



Robert A. (Bob) Brown
Cookeville, Tennessee



1963 Falcon Futura

OCTOBER 2004—ORIGINAL OWNER ISSUE

Bob Brown of Cookeville, Tennessee purchased his 1963 Falcon Futura brand new on May 6, 1963. It has remained in his ownership the entire 41+ years. The Falcon was his first car. It is Raven Black with red interior. It features a four speed transmission, AM radio, back-up lights, along with two speed electric wipers and washers. He drove it away from the church when he and his wife, Juanita, were married in December of 1965. Thirty five years later, Bob's oldest son and his wife also drove it from the church when they were married in April of 2000.

See more of Bob's Falcon, beginning on page 8.

Do you have a picture of your Falcon that you think should be on the cover of The Falcon National News?

Send photos and stories about your Falcon to the Editor at the address on this page. PLEASE DO NOT email large digital files, put them on a CD and mail it. Digital files should be high resolution JPEG's, 300 dpi at 4x5 inches. Please do not edit images in any way, including borders, text or color adjustment.

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Falcon Club of America Officers

President

Steve Springer
6600 Rotan Drive
Austin TX 78749
512-301-4237

Vice President

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955

Recording Secretary

Joe Tatti
2140 Falmouth Terr.
Burlington, Ont. Canada
L7P 1X9
905-335-2834

Treasurer

Pam Dinzebach
6575 Bradley
St. Louis, MO 63139

Club Store Managers

Mary Biehl & Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349

Newsletter Editor

Wendelyn Crosby
16318 Riggs Rd.
Stilwell KS 66085
wcrosby63@earthlink.net

Corresponding Secretary

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

Internet Director

Dave Wagner
2764 Castle Crest Drive
Castle Rock, CO 80104
303-663-3161

FCA@falclub.com

Internet Assistants

Debbie and James Mason
1512 Hollyhock Ct.
Pflugerville, TX 78660

Chapter Coordinator

Mary Wagner
2764 Castle Crest Drive
Castle Rock, CO 80104
303-663-3161
chapter@falclub.com

Head Tech Advisor

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028

Regional Directors North Eastern

Chet Wisneski
56 McKendree Road
Shickshinny PA 18655
570-542-4059

South Eastern

Ken Earnhardt
1960 Old Farm Rd
Concord NC 28025
704-786-2722

North Central

Cliff McKay
3234 N. Mascot
Wichita KS 67204
316-838-7487

South Central

Mark Sword
521 Dogwood Meadows Ln.
Austin AR 72007
501-843-1441

South Western

Danny Rosewell
420 Old Hwy 1187
Burleson TX 76028
817-551-5773

Mountain

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360

Pacific

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95409
707-546-8082
falclubray@pacbell.net

Board of Directors

Cliff McKay
3234 N. Mascot
Wichita KS 67204
316-838-7487 (5)

Frank Bell
720 San Antonio Tr
Mansfield Texas 76063
817-480-2365
fandybell@hotmail.com (4)

Bob Passino
5188 E. Henrietta Rd.
Henrietta, NY 14467
585-334-6779 (3)

Ray Chevalier
73 Francis Rd.
Glocester, RI 02857
401-934-2105 (2)
raysfalclub@cox.net

Al Aiello
5915 Chandler Court
Santa Rosa CA 95409
707-539-2860 (1)

Web Site

www.falclub.com

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwj.
San Antonio TX
(210) 287-4498

Bluegrass Chapter Louisville, KY

1st Saturday of each
month at 5:00 pm at
Shoney's, Fern Valley
Road at I-65 in Louisville.
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Showmars, Charlotte,
N.C. Little Rock Road
off I-85.
(704) 933-4972

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Lost Coast Falcons Eureka, CA

1st Wed.—7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 894-5090

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

NE Texas Chapter Gladewater, TX

2nd Sat.—monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat.—odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

President's Message



I get calls from time to time from chapter members concerned about their chapter. I wish I had all of the answers, but unfortunately, I don't. All I can do is listen and make suggestions. Activity around car related events appears to be a key to chapter strength. After all, we are car people. If we get our Falcons out and about, we have less chance of hard seals, bad gas, and flat spots in the tires. I think the same is true for our chapters.

There are over 40 chapters in the FCA. These chapters and their members represent the FCA and it's members at a local level. They vary in size from 10 members to 80 plus. I have personally been to chapter meetings with as many as 40 members and as few as 3. Each chapter has it's own unique history and personality. Chapters go good through good times and not-so-good times. Sometimes they are hitting on all cylinders, other times, some cylinders are not firing. Experience has shown that Falcon people are always able to work out the challenges that their chapters go through just like they work out the missing cylinders on their cars. Sometimes, chapters can get it a rut and don't respond well to change. Well, how well do any of us respond to change? Change is a part of life for all and can impact us in any part of our lives at any point in time. Change can be a difficult thing to deal with and can impact everyone in the chapter.

I encourage each of you to take a look at your chapter. Is it representing the FCA at a local level? If the answer is yes, then pat yourself and your fellow chapter members on the back and keep up the good work. If the answer is no, or you are not sure, ask yourself and your fellow chapter members which cylinders are not firing and determine if it is fuel, electrical, or compression. Keeping our club strong and growing requires us to keep the chapters strong and growing. It is like restoring our Falcons, we have to mix the old with the new if we are going to build a great ride.

We talk about the FCA being one big family, well within any family there are differences. The strong work out these differences and get better as a result, I would expect no less from our Falcon family.

What a great way to finish up our 25th year as a club—our last regional meet of the year is in Arkansas, hosted by the Founders Chapter, birthplace of the FCA! Thanks, Founders!

Steve & Carol



**Is Your Address Changing?
Need to renew your membership?
Not receiving your newsletter?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com. Please DO NOT send address changes to the Editor.

Classified Advertising

Falcons For Sale

1960 Falcon 2dr., 144c.i., 3 on tree. Older restoration (1994) runs good, looks good, built Oct. 1959. \$4500. Bob Robinson, Southampton, PA. 215-364-4171 or r.robinson57@verizon.net.

1961 Falcon 2 door sedan 6 cylinder 3 speed manual transmission. White. Ran until carburetor and air cleaner disappeared. \$1000 OBO. Bernard Solberg, 701-863-6669 or Solbergb@hotmail.com. Grassy Butte, ND.

1962 Falcon Futura. 2 door bubble back. 3 speed, 6 cyl./ 170 cu. in. engine. White on Red Interior. Car is complete and original. Needs both engine and clutch work. \$1000 OBO. Contact Tom Hambel at 610-776-8661 or t_bears1@rcn.com. PA.

1962 Falcon Futura 2-door sedan. White with bucket seats, brown interior, console, padded dash, 170 6 cyl auto, 128,000 mi. Good restoration candidate. Asking \$2000. Contact Phil or Claudia Pitko at 269-665-4385 after 4 PM or 269-369-7217. MI

1963 Ranchero Deluxe, 260 V-8, auto, power steering, A/C (as delivered, not a conversion). Truck is almost perfect in every aspect, stainless, paint/body, glass and mechanical. All new or NOS parts, A/C, clock, kleenex box, dash pad. Truck is Black with Red Pearl. Interior is correct pattern in Oxblood color. Truck has "real Knock-off wire wheels. Lots of extra parts including new original wheels and tires. \$22,500. Bill Alstrin, 214-543-3056, 972-223-8823. TX.

1963 Ford Falcon 6 cyl. Good body, floor pans redone. Some rust on undercarriage. There is a new windshield in the box. Some new parts. The motor runs.

\$2000 OBO. Phone, ask for Charles. Cell: 317-413-5118, home 812-443-1385.

1964 Falcon Sprint Convertible. 260 V8, 4 spd. Excellent original condition, no rust. Numbers match. Black paint, interior, and top. 145,000 miles. \$15,000 firm. Jim Cook, 765-564-4443 or jcplace2@netusa1.net. IN.

1965 Falcon 4 door sedan. 75,000 original miles. Rebuilt 170 ci engine. C4 A/T, A/C,

P/S. New Original Interior. Five lug hubs with spoke wheel covers. Needs nothing. No rust ever. Asking \$3750. Art, 336-766-6659 evenings 6-9 PM or email artfrau@earthlink.net. NC.



1965 Econoline Cab forward pickup. Deluxe model, 200 cu. in. 6 cyl. engine. C-4 automatic, posi-traction rear end. New whitewall tires, backup lights. The mechanical work is done. Cab interior restored, undercoated. Needs paint. \$5600 invested, asking \$3500. or reasonable offer. Merle Boughton, 641-673-7782. Oskaloosa, IA.

1965 Falcon Futura. Project car. Bought from original owner last year. 200 cid, automatic

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transmission. Floors need to be replaced, which I have. Ming Green with black interior. \$1500. Wayde A. Collins 860-434-0869 or email Swaydeman2113@aol.com. CT.

1965 Ford Ranchero. Show winner. 302 roller motor, 345 HP, TCI C-4, 2500 Stall, 3:80 Posi 8", Weld wheels, louvered hood, shaved, nosed, decked, smooth bumpers. Custom interior, custom paint, disc brakes. Everything new, everything show quality, NO disappointments. Over \$20,000 invested. Price reduced to \$12,900 OBO. Rick Marvin, 317-891-1003 days, 317-894-1213 evenings. Greenfield, IN.

1965 Falcon Ranchero Deluxe. Excellent Condition. Black on Black. Original California Car with Black & Yellow Plates. 289, C4, Factory Air, PS, New Interior, American Mags, Dual Exhaust, CD Player in Glove Box, Original Delux Dash, CB with Quick -release Antenna. No disappointments. \$ 15,000. Val Talley at 559-285-2628, or talleyabf@aol.com.

1965 Falcon Ranchero Deluxe, with one off Camper constructed by original owner who was a cabinet maker/ home builder, very well built, very unique. Original C code 289 V8, auto, 75K original miles, body is fairly straight but floors are rusty and bottom edges of body have rust etc. Seat upholstery, dash, and glass are good, needs carpet. Many new parts, brakes, cooling and fuel systems etc... American Racing 15" wheels. Have copy of original MO title, I am 2nd registered owner. Also 65 Ranchero Deluxe two tone trim parts car V8 suspension, might sell all seperately. Can see pictures at www.midamericafalcons.com \$2950 for all OBO. Cory Voyles, 913-362-0834, or mercm66@sbglobal.net, KC

Falcons Wanted

WANTED: 1960-1970 Falcon station wagon only. Must be automatic transmission. Must be a solid, turnkey professional grade #2 or #3 car. No project! Paul Parla, 818-957-8626. CA.



'60 - '65 OUTSIDE REARVIEW MIRRORS



With FoMoCo logo
1 mounting hole **B5A-18402**
2 mounting holes **B5A-18402A**

\$74⁹⁵ ea

The mirrors feature a triple chrome plated base with polished stainless steel mirror head. Includes paper mounting gasket. Made in the U.S.A. Officially licensed product of Ford Motor Company®.

Without FoMoCo logo
1 mounting hole **B6A-17696**
2 mounting holes **B6A-17696A**

\$59⁹⁵ ea



FLOOR MATS

Carpet mats with vinyl binding. Emblems printed on front mats only. Indicate emblem by number shown at the end of the part number. Please specify color of mat and color of the script by using the root number followed by the mat color and script color (example: 4-piece Maroon mat with White script = FM4FA-04W).

Mats are available in Black (01), Ford Blue (02), Bright Red (03), Dk. Red/Maroon (04), Dk. Blue (08), Light Saddle (09), Dk. Saddle (10), Dk. Brown (11), Ivy Gold (12), Dk. Green (13), Moss Green (14), Aqua (16), Dk. Aqua (18), Emberglow (19), Gunmetal Gray (23), Charcoal Gray (24). Scripts are available in: Black (B), White (W), Silver (S), or Red (R). **NOTE: These mats are universal and not a custom form fit. All floor mats are made to order and are not returnable for any reason. Please ask for a color sample when ordering if you are looking for a particular color. Only defective mats will be replaced.**

Fronts only **\$64⁹⁵** set

Front & Rear **\$79⁹⁵** set



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www.autokrafter.com

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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Classified Ads (con't)

Looking for a 1969 Falcon Futura station wagon or 1965 Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or 112 E. Delavan, Buffalo, NY 14208.

Parts Wanted

Wanted: clean title and data plate for 1963 falcon convertible with 260 and auto. call Larry at 817-447-0930 or lwood4188@aol.com. TX.

Factory gas cap for 1963 Falcon wagon with the trim through the center. Steve at 805-388-8662 or srsiela@netzero.net. CA.

Wanted parts for 1964 Falcon 2 dr. hardtop:
1. Complete set of exterior body trim in excellent condition. 2. Glove box light and switch assembly. 3. Single speed wiper switch with window washer activation feature. 4. New lock assembly mechanism (not lock cylinder) for passenger side door. Call Steve at 562-595-1876 or Stevewt324@aol.com.



1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

Business Hours:
Tues.-Fri.: 8:30-5:30
Saturday: 8:30-4:00
Closed Sunday & Monday

WANTED: HELP! I recently bought a 1967 Falcon Futura at an estate sale. The car has 39,000 miles and is all original. It runs perfect and I am very happy with it. My problem is trying to find parts for a 1967, specifically a chrome moulding for the right rear fender well; or any parts, for that matter! Every publication I look in lists parts for all other years, but not for 1967...did I buy an orphan? Any help greatly appreciated. Augustus

Anderson, 67319 Warnock St. C. Rd., St. Clairsville, OH 43950.

Wanted: 1966 Falcon Hood Molding (at front between headlight moldings). Call 812-849-6104 or spicevalleyroad@peoplepc.com. Tom Boscher, 1835 Spice Valley Road, Mitchell, IN 47446.

WANTED: Power switch for 1963 Falcon convertible top. Note: Power switch for 1963 Falcon station wagon power window will work. Prefer new, used OK. Leo DeMonte, 434-239-7480 or leo92030@aol.com. Lynchburg, VA.

1963 6 cylinder (170) fan shroud brackets wanted. Need/want four. Call Scott at 310-392-6231 or send email to andersonscottw@hotmail.com.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate

—continued on page 11

FALCON RESTORATION PARTS

ALL PARTS ONLINE:
www.dennis-carpenter.com

CODB-6443504-A 1960-61 Falcon trunk lid emblem with authentically colored plastic emblem insert. Fits all 2 and 4 dr. Sedans. Triple chrome plated die cast metal bezel. \$75.00ea



CODF-13208-A 1960 Falcon parking light lens. Fits left or right side. Made of clear Acrylic plastic molded with Ford logo. \$6.00ea



CODZ-13341-A 1960-62 Falcon or Mercury Comet turn signal switch and wiring. Imported. \$40.00ea



C3DZ-6375-B 1963-70 Falcon flywheel. For cars with 6 cylinder engines with C4 or FM-2 trans. \$40.00



C8AZ-6222634-A1A 1968-69 Falcon front door, inside handle finger cup. Fits LH or RH. Molded in black plastic from the original Ford molds. \$10.00ea

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1940 Ford/Merc 1952-56 Ford/Merc



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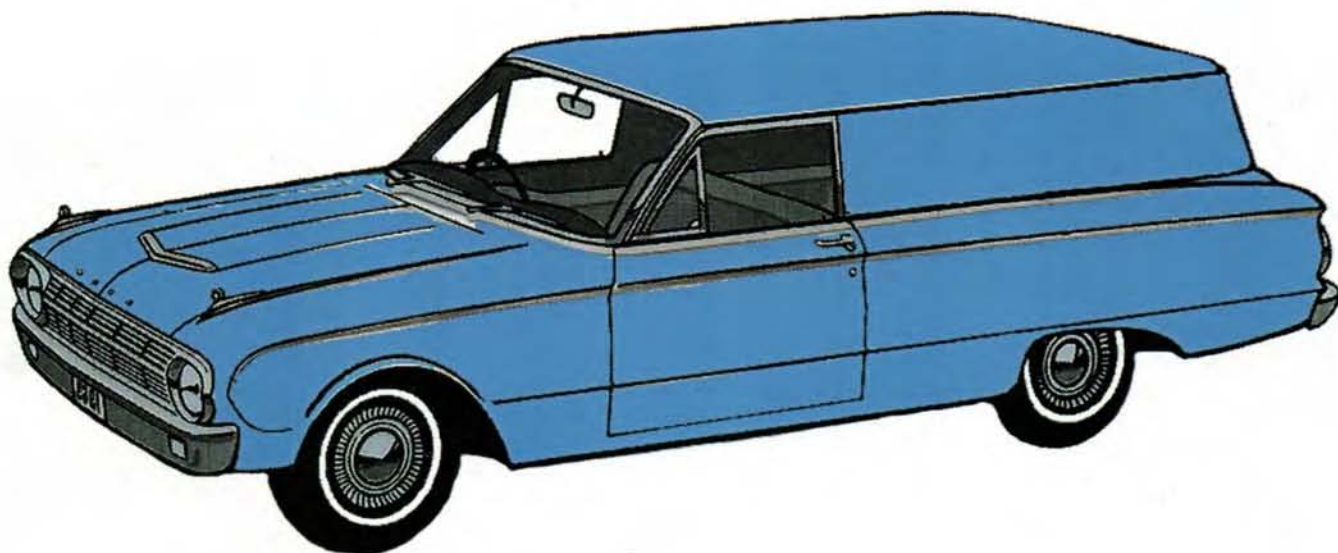
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October 2004

Bob Brown has been the owner of this 1963 Falcon Futura since he bought it new in May of 1963. After he and his wife, Juanita, were married in 1965, they used the car until the mid 1970's. At that point, it had 115,000 miles on it and needed "some work," so Bob figured he would get very little by trading it in. He parked it in his father's barn, where it stayed for eight years. After moving to Cookeville in 1979, Bob convinced a neighbor to take on the restoration job, around 1982.

Bob writes, "The car is all original. We were able to get new seat covers and carpet right out of the Ford Motor Company boxes!"

The car still needs a few small things in order to be a show car, and he is planning on doing that in the near future. He and Juanita drive the car every week or so when the weather is nice.

When their oldest son, Mark, was married to his wife, Rachel, in April of 2000, they drove the Falcon away from the church, a Brown family tradition. Now there is another little Brown family member, Andrew. Grandpa Bob has promised Andrew that he will get to drive the Falcon one day.

"This car will be passed on to our two sons when we are gone. We hope it stays in the Brown family for many generations to come."



Robert A. Brown



The Falcon on the campus of Tennessee Technological University.



Original Owner—Bob Brown



Mark and Rachel Brown getting ready to leave their wedding in the Falcon on April 8, 2000.



Bob and his "third child," the Falcon, on campus at Tennessee Technological University in Cookeville.



At Bob and Juanita's wedding on December 19, 1965, his buddies jacked up the Falcon and put blocks under the rear axle. The wheels were barely off the ground. Bob couldn't understand why the car wouldn't move! They all had a good laugh.

Classified Ads (con't)

window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1966 Falcon LR and RR quarter/fender moldings, Sports Coupe emblems and 289 V8 emblem. \$20. each. Tom Boscher, 1835 Spice Valley Road, Mitchell, IN 47446. Call 812-849-6104 or spicevalleyroad@peoplepc.com.

347 STROKER runs 12.45 @ 109 mph in a 1963 Falcon wagon, motor only \$4,800; C4 trans in same car \$1000; ALL N.O.S. C1DE-9510-B carburetor, \$225; CODZ-13341-A turn signal switch and wire, \$75; CODE-6758-A road draft tube, \$15. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

4 speed shifter for T-10. Complete. Handle is painted, new lock out, trunions, and knob. Linkage and mechanism gone through. \$235. Falcon Powered by Ford aluminum valve covers. New condition. \$75. Bucket seat emblems \$20. V/8 spindles \$50. 1961 radio delete plate \$10. 1963 console mounting brackets \$25. 1964 Sprint air cleaner. Pitted and painted, good base \$65. Padded dash lower chrome pieces \$25. Tom, 413-436-7353 evenings. MA.

1964 Econoline pick up 3 speed transmission, \$50, 2 tailgates for same, rough, but useable, \$40 OBO. Don Fales 352-493-0354 or dkf@svic.net, Trenton FL.

New Old Stock brake shoes \$25; wheel cylinders \$20; fuel pumps \$45; duals \$25, singles, shocks \$30 pair; oil pumps \$40; ball joints \$35; brake hardware kits \$10; water pumps \$35; spark plug wires \$15; e-brake cables, ask. Donald Nowak, 3280 Lakeshore, Blasdell, NY 14219. 716-824-2292.

1966 ranchero drive train, 200 cu.in. 6 cyl.engine, new carb. Runs good. \$200 OBO. 3 speed manual transmission with linkage \$100 OBO; front suspension springs, arms centerlink, sway bar, spindles 5 bolt 14" brakes \$150 OBO takes all. Trent Gillespie, 4679 Lincoln St., Denver, CO. 80216. 720-366-7386.

Moving must liquidate all of my Falcon Parts, 40 yr collection. Quarter panel skins \$245, Hoods Fenders and doors \$95up. 1960 to '63 rear ends complete for \$95. V-8 rear ends, \$195 complete. 1964 to '65 tail lite lenses and housing; \$35 up. Motor mounts complete for V-8 \$95. 1964 or '65 rear bumper rechromed; \$195. Lots of trim parts for \$25 up. 6 cyl. 3 speed transmissions rebuilt for \$450. 1960-'66 grilles, \$95 & up. Call Ed Flagler, 916-725-0494 or classic60@earthlink.net. Sacramento, CA.

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1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

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AIR CONDITIONER DIAGNOSIS and SERVICING

Part II

DIAGNOSIS

With the possible exception of the vacuum control system, trouble-shooting techniques for integral air conditioning systems follow a conventional pattern. In general, a visual test is performed first, and the more obvious problems detected and corrected prior to making more detailed and time-consuming tests.

Most operational difficulties on the air conditioner unit fall into two classifications. These are *Insufficient Cooling* or *No Cooling*.

Since the failure or maladjustment of almost any com-

ponent will reduce the effectiveness of the air conditioner or cause complete failure of the unit, a systematic check of each component part must be made to determine the cause of the malfunction.

A system that is in a state of partial charge must be leaking at some point, and unless the cause of the leak is corrected, merely charging the system will provide only a temporary solution to the problem.

Careful attention to test procedures and safety precautions will help produce a fast, safe and effective repair.

PRELIMINARY CHECKS

Whenever an owner complains of insufficient or no cooling, a number of preliminary checks should be performed as the initial step in the trouble diagnosis.

The results of the first two checks will isolate the causes of the complaint to the refrigeration system or the air distribution system.

DISCHARGE AIR VOLUME CHECK

1. Start the engine and operate it at about 1500 rpm.
2. Set all air conditioner controls to the maximum position.
3. Hold your hand in front of the register(s).
4. Compare the discharge air volume with that of a known good unit.

DISCHARGE AIR TEMPERATURE CHECK

1. Operate the engine at 1500 rpm for 20 minutes, with all the controls set for maximum cooling.
2. Hold the thermometer in the discharge air stream, as close as practicable to the evaporator.
3. If the temperature is not within specifications, the refrigeration system is not operating properly.

AIR VALVE OPERATION

If the discharge air volume is not within design limits, check all air doors and valves to be certain these valves or doors are in the correct positions.

CONDENSER AIR PASSAGES

Air flow over the condenser passages must be unobstructed. Dust, leaves, paper, dried mud, or other foreign matter will reduce the heat transfer from the condenser to the air. This causes excessively high system temperatures and pressures and a loss in the overall cooling efficiency of the unit. Clean the condenser air passages with a stiff brush and compressed air.

DRIVE BELT TENSION

A loose drive belt will slip and the compressor will not operate at the correct speed. Too tight a drive belt will reduce belt life and damage the compressor, water pump, or generator bearings.

Use a Drive Belt Tension Gauge to adjust the drive belt to the recommended tension.



CLUTCH BRUSH AND SLIP RING CONDITION

Worn, cracked, chipped or sticking brushes will not conduct enough current to the clutch to engage it properly. A scored or otherwise rough slip ring will wear the brushes very quickly. Inspect the brushes and slip ring, and replace the parts as necessary.

LINE ROUTING

Improperly routed lines can cause chafing or will kink the lines. In some cases, the line may be routed too close to an exhaust manifold or pipe and be damaged by excessive heat. Visually inspect the line routing and relocate and/or secure, as necessary.

SERVICE VALVE POSITIONING

Service valves must be back-seated whenever the system is operational. Turn both valves counterclockwise (as viewed from the end of the stem) until both valves are firmly seated.

REFRIGERANT CHARGE

When there is too little refrigerant in the system, bubbles, foam, or froth will be seen in the sight glass.

If the system is completely empty, the sight glass will have an oily appearance.

1. Leak test the system and correct the cause of the leak.
2. Add refrigerant until the sight glass is free of bubbles, then add another one-half pound of refrigerant.
3. Check system pressures, back-seat the valves, remove the gauge set, and replace the valve and gauge port caps.

TECH TIPS

AIR CONDITIONER DIAGNOSIS and SERVICING

Part II

ELECTRICAL CHECKS

All air conditioner units in the Ford Product line make use of an electromagnetic clutch to connect the compressor to the engine, and an electric motor to provide air circulation. The clutch and the blower motor will not operate properly if the current draw is not within specifications. Two electrical checks must be performed.

CLUTCH ELECTRICAL CHECK

1. Disconnect the magnetic clutch brush set feed wire at the bullet connector near the clutch.
2. Connect an ammeter in series with the clutch brush lead and the battery positive terminal. A sharp click should be heard as the circuit is completed.
3. Read the current draw on the ammeter. If the current draw is not within specifications, isolate the cause of the trouble and repair or replace parts, as necessary.

BLOWER MOTOR CURRENT DRAW

1. Disconnect the blower motor lead at the connector closest to the blower.
2. Connect an ammeter in series with the leads.

3. Turn the ignition switch on. Be certain the thermostatic control is off.
4. Read the current draw with the blower motor switch in each of the switch positions.
5. Compare the readings with the specifications. If the current draw is not within specifications, check each component in the circuit and repair or replace the defective parts, as necessary.

CONTROL CHECKS

Both the expansion valve and the thermostatic switch are considered refrigeration system controls. Evaporator pressure is the determining factor in expansion valve operation. The expansion valve will close and shut off the metered flow of refrigerant to the evaporator when the pressure in the evaporator reaches a predetermined point. Evaporator temperature is sensed by the thermostatic control or switch.

When the evaporator temperature rises above a predetermined figure, the thermostatic control switch points close and energize the magnetic clutch. Pressure in the evaporator is lowered by the pumping action of the compressor. When the evaporator pressure falls below the setting of the expansion valve, the valve opens, additional refrigerant is metered into the evaporator, and the evaporator temperature is lowered.

EXPANSION VALVE CHECK

1. Make up an adapter to fit the refrigerant tank and the expansion valve.
2. Connect the expansion valve inlet to the tank with the adapter.
3. Hold the expansion valve so the discharge opening is away from the person.
4. Crack the tank valve. Refrigerant vapor should flow through the valve. If the vapor does not flow from the discharge opening, the valve is defective.

THERMOSTATIC CONTROL CHECK

1. Fill a container (tray, water tumbler, etc.) with crushed ice and water.
2. Set the control to the maximum position and place the sensing tube in the crushed ice and water. Stir the ice and water.
3. Slowly move the control away from the maximum position. After about a 30° movement, the points should "click" open.
4. Move the control back to the maximum position. The points should stay open.
5. Remove the sensing tube from the ice water. In air temperature of 70-75° F, the points should "click" closed in about 5 seconds. If the thermostatic control fails to function as outlined, it is defective.

USE OF THE MANIFOLD GAUGE SET

By connecting the manifold gauge set to the system, to the vacuum pump, and to the refrigerant tank, system pressures can be checked, a discharged system can be evacuated, and a full or partial charge made simply by changing valve positions.

When making system pressure checks, the gauge valves, refrigerant tank valve, and vacuum pump valve are in the closed position. Prior to evacuating the system with the vacuum pump, system pressures must be completely discharged. If the vacuum pump valve is opened while the system is still under pressure, the vacuum pump will be damaged. In most cases, the pressure will blow the cover

off the pump. It is very important that the system be thoroughly evacuated to remove all traces of air or moisture.

Service and manifold gauge valve positions for a complete charge are the same as for making a partial charge. The high-pressure gauge valve is closed, the low-pressure gauge valve is opened, both service valves are in the mid-position, the refrigerant tank valve is opened, and the vacuum pump valve is closed. The system is not evacuated prior to making a partial charge, but is necessary to purge the air from the gauge hoses.

Air is purged from the hoses by opening the refrigerant tank valve and loosening the high-pressure gauge hose at

TECH TIPS

the service valve for a few seconds. Tighten the fitting, close the high-pressure gauge valve, and loosen the low-pressure gauge hose at the service valve for a few seconds.

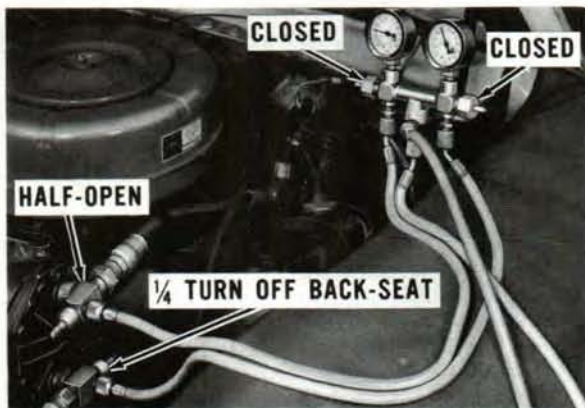
Tighten the hose fitting and proceed with the charging. Always close the high-pressure gauge valve when charging the system.

DIAGNOSIS PROCEDURE

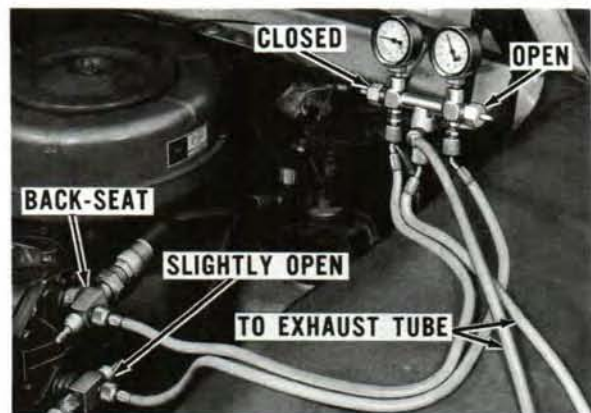
The manifold gauge set is used to check system pressures as part of the diagnostic procedure and in bleeding, discharging, evacuating, and charging the system.

PRESSURE TESTING

1. Back-seat the service valves and remove the gauge port caps.
2. Attach the low-pressure gauge hose to the low-pressure service valve and the high-pressure gauge hose to the high-pressure service valve.
3. Close both gauge valves, turn the low-pressure valve to the mid-position, and the high-pressure valve about 1/4-turn open.
4. Read the system pressures. If the high-pressure gauge needle fluctuates, close the high-pressure service valve slightly.



Do not allow the refrigerant to discharge too rapidly, as the compressor oil will be discharged with the refrigerant vapor. During the discharging, check the open ends of the hoses, and if oil is being blown out, reduce the discharge rate. When the system has been completely discharged, back-seat the high-pressure service valve and close the high-pressure gauge valve to prevent the entry of air and



SYSTEM DISCHARGING

With the gauge hoses attached as for pressure testing:

1. Place the hoses leading from the center of the manifold into an exhaust outlet.
2. Back-seat both service valves.
3. Close the low-pressure gauge valve and open the high-pressure gauge valve.
4. Open the high-pressure service valve slightly.

moisture into the system.

If there is no exhaust outlet in the work area, run the hoses out an open window. Never discharge a system directly into the work area, and always wear safety goggles when performing any service operation on the refrigerating system.

VALVE POSITIONING

Service operations involving pressure testing, evacuating, bleeding, or charging the system can be performed with the manifold gauge set, scale, refrigerant tank, and vacuum pump attached to the system. Valve positions for each of the operations are as follows:

Conclusion in November 2004 issue



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